

MXGP

MAG

#38 NOVEMBER 2016



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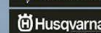
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INDEX



COOL SHOT



RACING CATCH UP



TEAM OF THE MONTH
KTM



HALL OF FAME
Brad Lackey

07

10

18

20

30

34

36

40

46

50

56

58

62



MONSTER GIRLS

MXGP MAG:

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MXGP Mag #38 November 2016

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EDITORIAL



Giuseppe Luongo
President of Youthstream Group

The SMX held at the beginning of October in the VELTINS-Arena was a great challenge but I'm proud to say the sporting objectives were reached. Combining Supercross and Motocross together on one track and giving an equal chance to both the masters of Supercross and the masters of Motocross was not an easy task and before the event not so many believed it could be done, but the outcome was spectacular.

During the weeks leading up to the event everyone was talking about a Supercross event, the MXGP riders had trained on SX tracks to prepare themselves and the SX specialists came with their bikes all set up for SX, so it was a surprise for everyone when they discovered our unique Supermotocross track which was really a compromise between an MXGP track and an SX track. The track was fast, by far the fastest indoor track ever,

with spectacular jumps, 2 rhythm sections and a sand section that made for a very intriguing track. The results reflected the true value of the riders on the field; the 4 World Champions present had the best results - Gajser, Febvre and Herlings each won a race and Dungey won the overall. The format was excellent with the Superpole at beginning of the evening followed by three races, each with the best riders in the world.

Unfortunately, the week before the SMX event Anderson and Nagl were eliminated due to injuries and Barcia due to his change of brand, this took away a good chance for a podium finish for Husqvarna and Yamaha. Despite the success of the event and the great TV and media coverage all around the world where several million of fans followed the event live and delayed on TV and MXGP-TV.com, to our big surprise the fans present

on-site was not at all what we expected because an event like this is simply unique; the SX World Champion and the MXGP and MX2 World Champions have never been seen before all together at an indoor event. After the event many factors are being analyzed to try and understand why there was not the mass of fans that was expected: maybe the name did not catch, maybe fans didn't understand the concept, maybe the area was not ideal, maybe the date... anyway some things are sure: the quality of organization was exceptional, the presence of riders and manufacturers could not have been better, the format provided an action-packed evening, the track was spectacular and challenging, the racing was thrilling and the TV program was wonderful.

Now the long winter break is upon us, and with 4 months until the 1st MXGP in Qatar everyone has the time to have a well-deserved



rest and prepare themselves for the next season. For Youthstream, like for many teams, the winter break is not really a break, there is a bit of a calmer period but we have already started preparing the next season and testing the improvements that will be introduced. Youthstream is already busy preparing the first 4 2017 MXGP events, because as they are all out of Europe they all need extra work for the travel arrangements, and Indonesia, being their first year back after a long absence, needs special attention so some Youthstream staff are already there helping the local organizer prepare the event to the standards and quality MXGP is known for.

Over the last few years the MXGP class has given us outstanding racing full of surprises and the quality of competition continues to increase,

right from the beginning of the season there are always several candidates for the title. 2017 will be even more challenging than ever before because all eyes are focused on Gajser, Herlings, Cairoli and Febvre, but there are many other factors that should be taken into consideration, Paulin's change of brand combined with his talent could possibly give him the boost he needs to return to the battle for the final podium, if Desalle and Nagl manage to keep their injuries at bay, they have already proven that they are fast enough for the win, and the new arrivals to the MXGP class, Anstie and Tonus, will also spice things up. Bobryshev, Strijbos, Guillod, Simpson, Van Horebeek, Coldenhoff, Searle and Tixier are strong and will be giving all they've got to get on the podium, so a good start will be fundamental because with such a number of high qual-

ity of riders a bad start could cause difficulties to get through this strong pack of riders. This is one of the reasons that an innovative idea for the start will be introduced in 2017; behind the starting gate a metal mesh will be placed giving good grip and an equal chance to all the riders in all types of weather conditions.

With Herlings in the MXGP class now the race for the MX2 victory will be very interesting, even if on paper the favorites for the title are Seewer and Jonass but there are so many good riders and other new talents coming up from the European Championship it will for sure make the MX2 class breathtaking right up until the end.

Fans have something great to look forward to in the month of November, and that's the Supercross of Paris/Lille, which, as always, will be a great show.



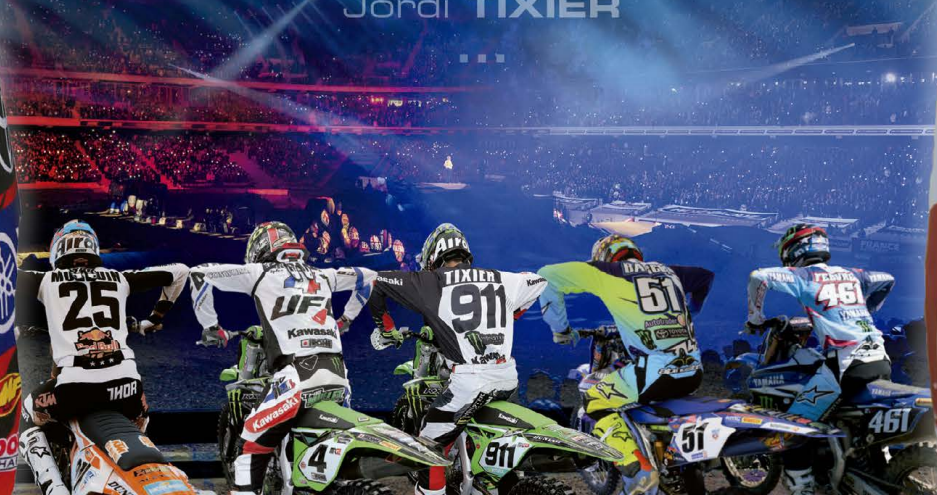
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SMX Fox Holeshot's

TWO OUT OF THREE AINT BAD

The Monster Energy SMX Riders' and Manufacturers' Cup at the impressive VELTINS-Arena signalled the end of the 2016 motocross season; it also meant it would be the final Fox Holeshot competition of the year as well. With three moto's and €1,000 on the line for each one, it was always going to be interesting to see who would come out on top.

Throw in the new mesh-like launch pad that the riders used for the first time and all of a sudden you had a whole different kind of scenario in terms of how much grip the riders suddenly have at the back wheel, clutch reaction times, higher or lower rpm etc.... Just the very thought of it was enough to mess with the riders pre-race prep!

Ahead of them was the 85m burst into turn one, a 180° left that saw the Fox Holeshot line on the exit on the crest of a single jump. Riders from the outside thought they had

it nailed every single time but ran wide leaving the door open for any sneaky lil suckers to snatch it from their grasp. Tim Gajser was the sneaky one in Race 1 and turned it into €1000, narrowly edging out Ryan Dungey. That wasn't the impressive part; the impressive part was seeing Gajser disappear into the distance, turning his 'holey' into a race win. Impressive!

Race 2 and it was much the same again with Gajser and Dungey hitting the line first, but by a bike length it was the Honda of Gajser who collected another grand bonus for his efforts. The Slovenian was on course for his second win of the night as well until he launched himself down the track after locking up the rear wheel going into turn two just before half distance. A second crash a few laps later dumped Tiga on his already injured shoulder and you could see the pain etched all over his face as he collected his second fox cheque of the night from his

paymasters.

The third and final moto saw Ryan Dungey get the better of Gajser but the KTM rider couldn't quite turn it into a race win after he also made a mistake with a handful of laps to go, allowing his 'teammate' for the night, Jeffrey Herlings, to make an outside pass to take the win.

As for the final Fox Holeshot competition of the season it didn't get much better than that Saturday night in Germany as all three 'holey's' were won by Fox athletes, with Tiga Tim taking two and Dungey taking one.

Earlier on in the evening the kids from the MXGP Academy had their own little Fox Holeshot contest; 8 riders were sifted down to 2 in a knockout style format with the winner Kay de Wolf from the Netherlands picking up a signed Fox race shirt from Tim Gajser and VIP tickets to an MXGP round of his choice in 2017.





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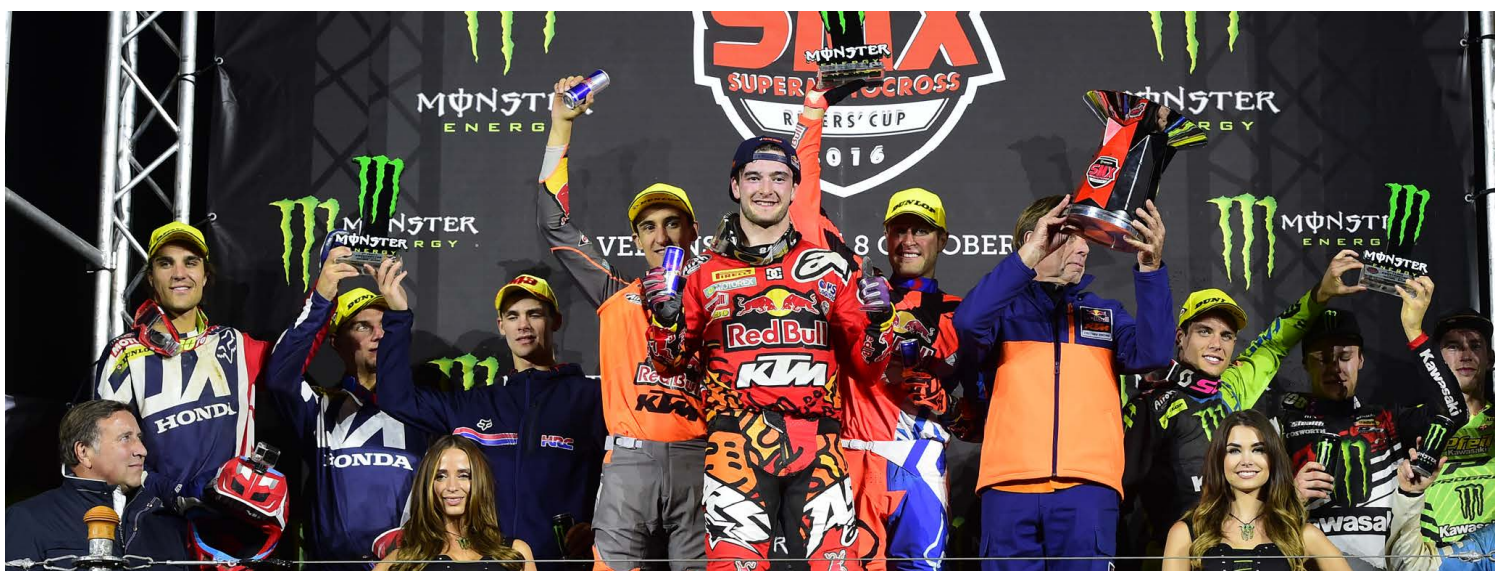
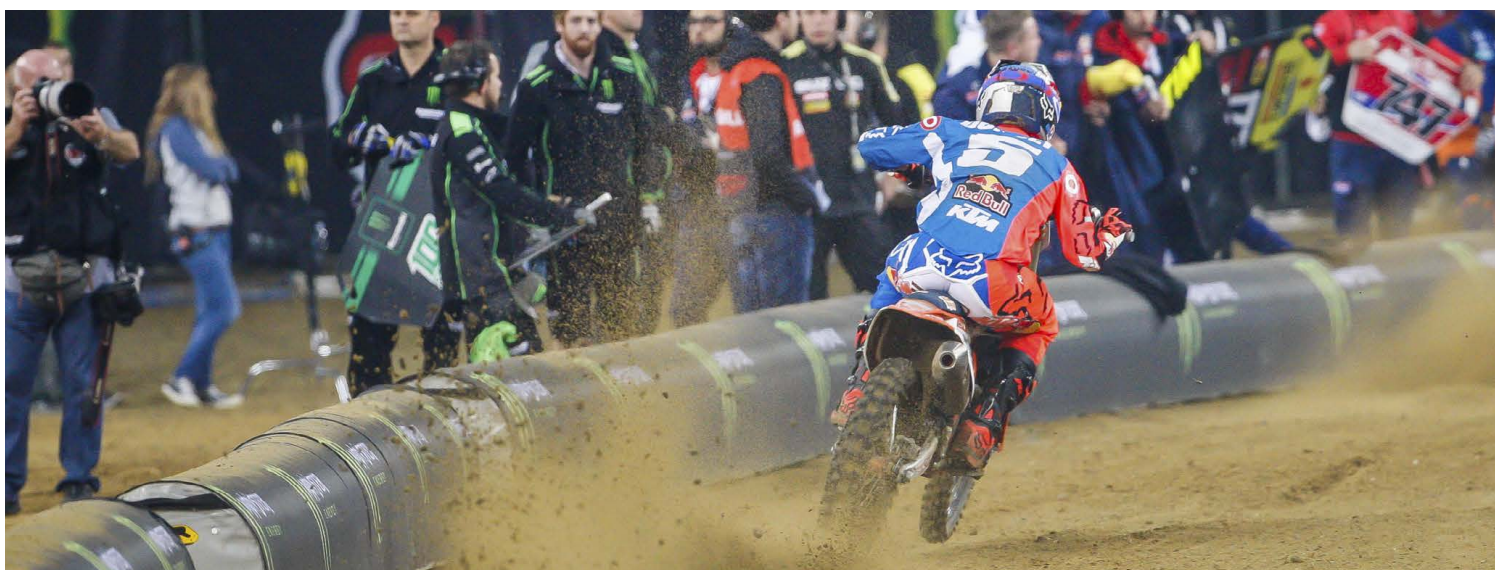
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SMX: A NEW DIMENSION

The road to the first ever Monster Energy SMX Riders' and Manufacturers' Cup was far from the standard path the MXGP crew are accustomed to, but despite the unfamiliarity, the inaugural SMX Cup can be deemed a success for many reasons.





Motocross and supercross are the most popular off-road motorsports in the world. They both require an insane amount of skill, fitness, mental strength, dedication, determination and heart, and are challenging in their own unique ways. Each discipline is spectacular, so when you take the best of both worlds and combine them, it really does create something remarkable, and it did. Many thought the idea of a motocross track being built indoors 'impossible', which caused a tidal wave of "supercross" reference leading in, but it only took a few laps before three of the best riders in the world, Ryan Dungey, Tim Gajser and Romain Febvre, confirmed that the indoor track was closer to motocross than supercross.

The track was 710 meters long, made up of approximately 12,000

tons of dirt; it consisted of eight turns, eight straights which in turn made for an average lap time of 50 seconds. It took three days to build after the famed football pitch had been removed from the VELTINS-Arena stadium, a process that took 4 hours. It also introduced the all-new mesh launch pad on the starting gate, an innovative idea that has been brought in to add a bit of parity to the start line process. What the mesh does is eliminates the need to prepare and pack a rut at the start line. It offers 100% traction for everyone, and will be introduced to the FIM Motocross World Championship next year.

While the track itself may have looked 'easy' in the initial stages of the event, it soon turned into a brutal beast with plenty of spots where time could have been made

by the better rider, with Jeffrey Herlings being the perfect example. "It definitely got rough!" Ryan Dungey said, "and that's what kind of brought the separation into the picture. When a track's flat, there's not really much challenge. When it's rougher, that's when things really start to add up." In the third and final race of the evening KTM's Jeffrey Herlings came from outside the top ten, reeled in 'The Dunge', his teammate for the night, and passed him for the win. As for Dungey, with a holeshot in the final moto, he won the individual overall and, KA-CHING! It was payday for the US Supercross Champion who banked a 51,000 euro cheque, even though he didn't win a single race. As for the race winners, they are the exact three guys that have us excited for the 2017 FIM Motocross World Championship, Tim Gajser, Romain



Febvre and Jeffrey Herlings.

The event got underway after two 15-minute practice sessions, where one rider from each team had to "Qualify" for their teams gate pick via the Superpole. So how did that go? You're about to find out! The riders were sent out in the order they finished in the second practice, from slowest to fastest. Unfortunately for the king Stefan Events' team, Suzuki, they were first up with their fastest rider, Jake Weimer. Weimer laid down a relatively good lap considering the freshly groomed race track and the best he could do was a 51.573. Former MX2 World Champion Jordi Tixier followed on behalf of Team Green, Kawasaki, and managed to beat Weimer's time with a 50.833. Next up was Yamaha's Romain Febvre, last year's MXGP World Champion. Febvre was a little too eager on his lap and overlooked the first triple in, which messed up his rhythm completely. The former champ bounced it out and still managed to top both Tixier and Weimer with a 50.766. Husqvarna's Zach

Osborne probably put in the tidiest and smoothest lap of all for third, 49.721, while the real eye-opener was the speed of Honda's Tim Gajser and KTM's Jeffrey Herlings. MXGP-TV presenters Paul Malin and Lisa Leyland asked Ryan Dungey on the LIVE Studio Show who was going to be riding the Superpole for KTM, in which Dungey replied, "we all decided that whoever was fastest in the practice sessions would ride, and that was Jeffrey." Gajser was up first, and in typical 'Tiga' style, he was all whips and scrubs on his way to the top of the table, despite massively over jumping the ski into the sand waves. Gajser is such an animal though, he just soaked it all up, and kept the throttle wide open to go pole with a 49.390, which was a time Herlings fell slightly short of with his 49.418. Most people take longer to blink.

There was such an intense vibe at the start of race one as an all-star line-up of riders, from both sides of the ditch, the USA and Europe, lined up next to each other. After

winning the Superpole, Honda's Tim Gajser went to the line first ahead of KTM's Jeffrey Herlings, Husqvarna's Zach Osborne, Yamaha's Romain Febvre, Kawasaki's Jordi Tixier and Suzuki's Jake Weimer.

When the gate dropped it was Gajser who led the way into turn one, although KTM's Ryan Dungey had a great start from a gate on the outside, and out of nowhere almost railed around everyone for the Fox Holeshot. Herlings was on the inside of Gajser, but the Honda rider slammed that door shut before drifting wide to cut off Dungey as well. That move alone won him a tasty 1000€, courtesy of the team at Fox, who put 1000€ on the table for each holeshot.

Gajser was all business at the start of the evening; he won the Superpole and claimed the first two Fox Holeshots of the night, and also won the opening moto. Meanwhile, Febvre and Herlings had their first 'big big bike' run in when Febvre got out of shape and ran into





Herlings, who almost saved it, but ended up on the deck right next to the former MXGP world champ. Interestingly enough, because Herlings went down, he was passed by Kawasaki's Tommy Searle, which called for a heated game of cat and mouse reminiscent to their MX2 days back in 2012, at least for about 10 seconds before Herlings made it clear that his days of playing games are long gone, when he passed Searle and gapped it.

In Race 2, it looked as though Gajser was going to wax everyone after he pulled yet another Fox Holeshot and charged away to the tune of about 5 seconds on the first two laps. Febvre was third; Dungey was around fourth, while Herlings was facedown on the exit of the first corner. After the first few laps, it was apparent the track had changed dramatically since Race 1. The dirt had started to wear down as the cool autumn, or 'fall' depending on where you're from, air started to draw moisture. Not a whole lot of track maintenance

went on because the track was designed to get rough, after all, it's indoor motocross, and due to the moisture, the clay got very slick.

Traction was scarce and the bumps that had formed were razor sharp and edgy, which caused chaos in the second race of the night. After Herlings lost the front end coming out of the first turn, Gajser was the second victim of that race when he got too hard on the rear-brake and caught an edge with the back wheel locked up. He got kicked over the 'bars massively, which allowed Febvre to inherit the lead.

Febvre charged away to celebrate in usual French style, with a heel-clicker over the line, ahead of fellow Frenchman, KTM's Marvin Musquin. Gajser didn't even finish the race after he caught another edge later on and fell on the same dodgy shoulder that saw him withdraw from the Monster Energy FIM Motocross of Nations. Meanwhile Herlings had the throttle on his KTM twisted, and came home in

an extremely impressive fifth.

Those same razor sharp bumps, and the limited traction, made for a very technically challenging final race of the evening. Ryan Dungey got off to a ripper of a start and with clear track ahead it seemed like the supercross champ was set for 16 laps. Gajser, who would have been feeling secondhand after body slamming the ground a couple of times in the race prior, seemed content in second ahead of two Frenchmen, Marvin Musquin and Jordi Tixier, but eventually faded back to fifth. Meanwhile, Herlings was on the move after starting at the blunt end of the top ten. The Bullet was passing everyone like they were standing still and eventually found himself in second, taking chunks out of Dungey's lead. With six laps to go, Dungey swapped out in the sand section, and Herlings took full advantage. Simultaneously, the third of KTM's hotshots, Musquin, squared up on Gajser and passed the Honda ace for third.

While the Monster Energy SMX Cup is a team event as well, it became a battle of pride between Herlings and Dungey. Dungey tried to up his game, but a mistake riddled lap after seeing the two-lap board saw the American back off and let Herlings have it. 'The Dunge' came home in second ahead of Musquin, Tixier and Gajser, but at the end they were both winners with KTM winning the coveted SMX Manufacturers' Cup.

It came as no surprise. KTM were the favourites to win the Manufacturers' side of things as the team that spared nothing in terms of the riders they selected to compete for their brand. They definitely lined-up three of their finest riders, and as a symbol of just how good their powerhouse team was, all three riders finished on the podium in the individual results as well as waxing the other five brands in the manufacturers' standings. Ryan Dungey, won the overall with Jeffrey Herlings and Marvin Musquin standing on the remaining two steps, in that

order. Honda was KTM's closest rival, which was to be expected as the team was made up of the reigning MXGP World Champion, Tim Gajser, with Honda's factory pair of Gautier Paulin and Evgeny Bobryshev, the two riders that rounded off the 2015 FIM Motocross World Championship podium. It wouldn't be a proper race without some form of surprise, and it was Kawasaki who delivered with their team of Tommy Searle, Jordi Tixier and Vsevolod Brylyakov doing enough for third overall in the manufacturers' standings. Kawasaki's Team Manager Steve Guttridge wrapped up the final Press Conference saying, "It was an awesome day; the team really worked well together. As I said this morning during the first press conference, maybe we were really the underdogs but finally we finished the season on the podium. It was fantastic to finish the season on a high note; all the riders rode well and it's a good motivation for everyone to prepare for next season."

Complementing the action out on track there were some sick activities happening inside the paddock with Monster Energy's drift legend Steve 'Baggsy' Biagioni burning some serious rubber and giving the fans a first hand look at the sheer grunt of his Monster Energy sponsored car with an epic smoke show, while fellow Monster Energy athlete Fred Crosset thrilled the fans with his insane Trial Bike stunts that saw him backflipping his bike all over the show.

Overall, it was an epic first SMX event. The show and the racing cannot be faulted, it was second to none, although there are a few things that can be improved, but if Youthstream has demonstrated anything over the years, it is that they have the ability to learn and adapt and that they have the courage to try new things for the evolution of our great sport. With that said, you can look forward to the next edition being bigger and better than ever!







MXGP Mag Figures

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Looking forward to Lille

The annual 'Bercy Supercross' or Paris-Lille Supercross, as it is now called, will be taking place for the third year on the bounce at the Pierre-Mauroy Stadium, in Lille, France, on the 12th and 13th of November. Packed with history and tradition, the Paris-Lille Supercross has been the most prestigious supercross race in Europe for, what seems like, forever. Each and every year it attracts the biggest names in motocross and supercross that put on a gold standard show for the

thousands upon thousands of screaming fans that pack into the stadium. It is always off-the-hook with stacked line-ups, insane opening ceremonies, entertainment and freestyle motocross.

Last year the bar-to-bar thrills and spills in Paris-Lille featured the likes of James Stewart, Christophe Pourcel, Cooper Webb, Romain Febvre, Malcolm Stewart, Jordi Tixier, Weston Peick, Valentin Guillod and more, while this year it is expected to be just as mental

with the likes of Justin Barcia, who will be debuting on Suzuki, Marvin Musquin, who is looking downright awesome on a supercross track at the moment, Romain Febvre, Malcolm Stewart, Christian Craig, Jordi Tixier, Tommy Searle and more!

"The track will go the opposite way to last year," Mr. Jean-Luc Fouchet, a contributor to the design of the track, said, "It uses the maximum available area, the only one in Europe that allows six lanes. There are long straights,



technical sequences, big jumps and whoops connected by a five 180° turns, which are best for the attacks of all kinds. The Freestyle will be at the center of the arena, clearly visible to all, like last year."

Fellow track designer Mr. Cédric Lucas spoke of what to expect from the track, "The great thing in Lille is that we attract a unique mix of riders with US stars, stars of MXGP and the best of the French Supercross Tour. For me, I am particularly in charge of the obstacles, so it has been my goal to find the right dosage of technical challenge given the level of the riders, and I want to make a track that is a notch above what can be done elsewhere."

"The dirt in Lille," he contin-

ued, "is quality, it offers good grip but also, it tends to dig ruts, making each obstacle more difficult for the riders. We already have a plan on paper but we always need to adjust to the actual condition of the dirt there. The biggest triple jump will be close to the main stand, with the rhythm sections in the middle of the circuit this time. It will have a large section of whoops, and perhaps a "wall"

or "dragon back." Inevitably, we will include a sand section, and a jump for the riders to 'Scrub'."

With an epic track to be expected, and a star-studded cast, the Pierre-Mauroy Stadium, Lille, France, will be THE place to be on the 12th and 13th of November! Get your tickets today!

Photos: Weidemann



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@MXJustin

@mxgp what a great news, I love Agueda. Beautiful natural track. Cool #MXclassic

@travisfarrell22

@mxgp I just finished my MX2 Career, and moved onto the MXGP career now, and loving it!

@KyePownall

@mxgp. Looking good on the power everyone

@prokhorov737

Yeah!!! My dream has been come true!!! Grand Prix of Russia in 2017!!! #mxgp @mxgp@cuocinr1 #likeit

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@maicoboy_41

@mxgp Brilliant coverage and reports this year. Congratulations to you all including Paul Malin and Lisa Leyland. What a great season!

@Neilyoung88

@mxgp Great event, great racing

We hit 900k on Facebook! Stay tuned for the 1M mark.

Social Media platforms are growing day in, day out! As is MXGP, and that alone is something we are extremely proud of. On Sunday 16th of October 2016, we hit 900K LIKES on Facebook, which for us, is icing on the cake of what has been an incredible year of racing. Obviously, we are not the sort of company that will just rest on our laurels, we are looking forward to hitting the 1 MILLION 'Likes' mark on Facebook where we will reward our fans in some way, shape or form.

Stay tuned to all of our Social Media networks, Facebook, Twitter & Instagram, and SUBSCRIBE to our Youtube channel, so that you don't miss our next competition or massive prize give-away!

Thanks to everyone who has 'Liked' and 'Followed' us on our platforms! You guys rock!



Check out the Monster Energy Riders' and Manufacturers' Cup Studio Show featuring Ryan Dungey, Zach Osborne & Sami Hyypia.



Have you seen Tim Gajser's crash at SMX? Check it out here!



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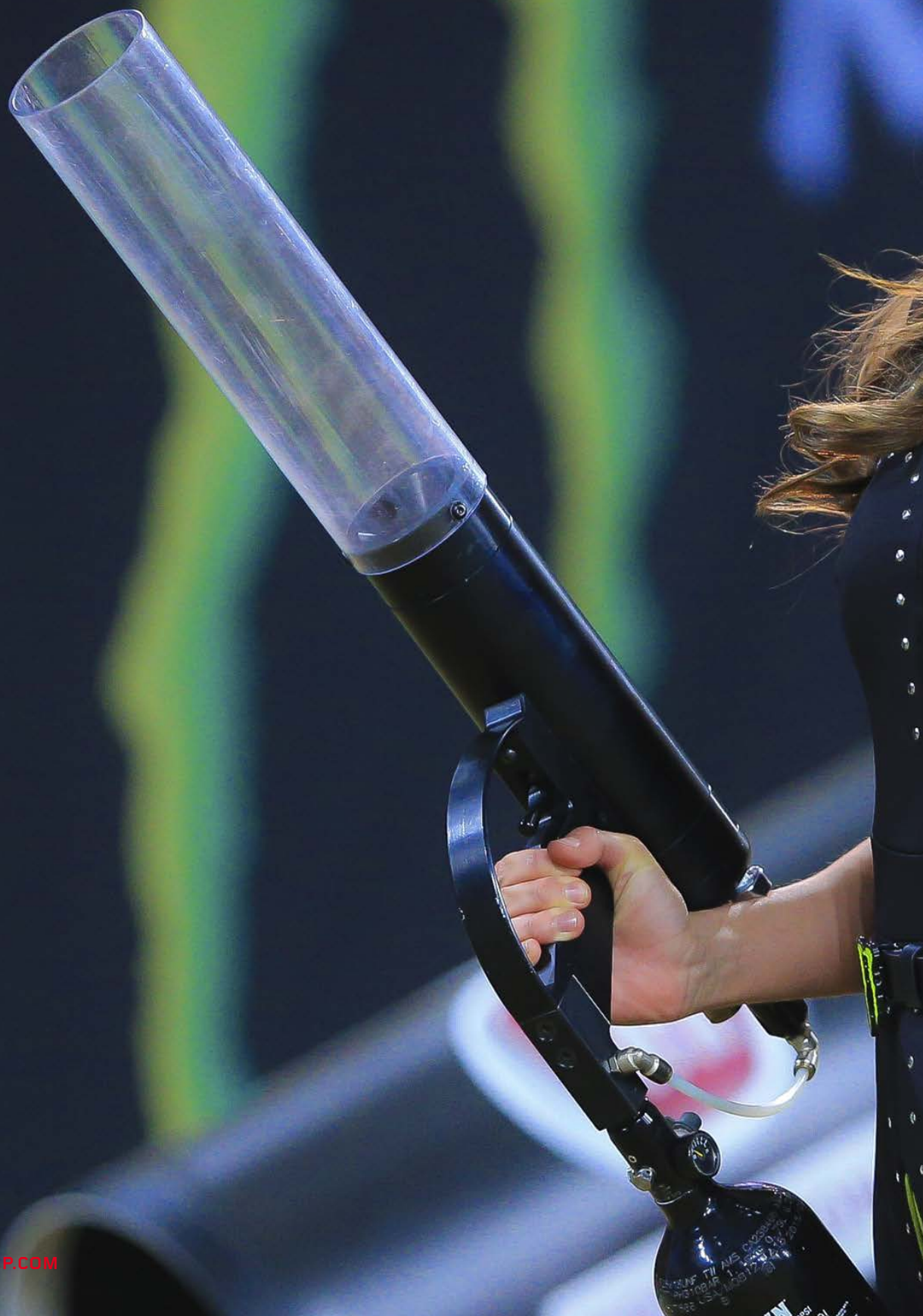
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Turning the World Orange





It already seems like an eternity has passed since the inaugural Monster Energy SMX Riders' and Manufacturers' Cup at the VELTINS-Arena in Germany and while you can read about what happened elsewhere in the digital pages of this issue of MXGP Magazine, we at 'Mag Towers' have voted unanimously that our Team of The Month has to be Team KTM after its dominant display on October 8th. Ryan Dungey, Marvin Musquin and Jeffrey Herlings led by 'The Man' Roger DeCoster joined forces for one night only, to ensure that KTM collected the 'W' and if you saw it on MXGP-TV or witnessed live in the stadium, then you will no doubt share our view.

Even before all of the teams had been announced you felt

that as soon as KTM put its team sheet forward, it was one that stated its intent on WINNING the event and not just taking part, and whilst some might say that 'it's not the winning but the taking part that counts' it's not a sentiment shared by the Austrian manufacturer. Just one look at the riders CV's left everybody in no doubt; Jeffrey Herlings, two-time MX2 world champion, sixty-one GP Wins. Marvin Musquin, two-time MX2 world champion, fourteen GP wins, AMA 250cc East Supercross Champion and MXoN Winner. Ryan Dungey, AMA 250 SX West Champion and 250 MX champion, three-time 450 SX champion and three-time MX champion, plus three MXoN wins for Team USA. Former EMX125 Champion Jorge

Prado was the Joker for KTM in case a replacement rider was needed, and although the young Spanish sensation got to race as a wild card his scores were not needed; needless to say, he gained some experience of the event for the 2017 extravaganza.

Perhaps the biggest surprise was that it was Jeffrey Herlings who was the fastest KTM rider in the Timed Practice session, thus putting himself up for the chance to put his team on pole in the Superpole session. The surprise there was that it was Tim Gajser for Team Honda that dropped the fastest lap, giving Honda first pick of the gate.

Making it count
When it came to the races the three riders did what



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they had to do and worked well as a team. In Race 1 Tim Gajser reinforced the confidence in his own ability by taking a start to finish win over Dungey whilst Herlings and Musquin had a mixed race coming home fifth and sixth, results that put them 14 points clear of their closest rivals Husqvarna after Race 1.

In Race 2 Gajser threw away the lead and a golden opportunity to potentially take the overall in the Riders' classification, handing the win to Romain Febvre. 'Moose Can' and 'The Dunge' brought KTM a 2-3 as Herlings picked himself up off the deck at Turn one to claw back 5 valuable points with fifth, leaving the other teams effectively fighting over

second; KTM was leading by 40 points and it was going to take something pretty catastrophic to topple them from the top step of the podium.

By Race 3 the shackles were off and for the first time of the night, Ryan Dungey got off to the best possible start by picking up the Fox Holeshoot; Musquin was fourth and Herlings was sixth but The Bullet wasted no time getting up front and was already second by Lap 5. The Dutchman shadowed The American for the next six laps waiting for him to make a mistake, something that doesn't happen often if your name is Ryan Dungey, but on Lap 11 of 16, 'RD5' got out of shape in the sand section, lost time and the lead to Herlings who cruised around

the outside to take over the reigns. At the same time Musquin eased past Gajser into third to make it a 1-2-3 and when the flag fell it was Herlings, Dungey and Musquin who crossed the line for a KTM clean sweep; 1-2-3 in the race, 1-2-3 in the Riders Cup and of course they nailed the overall for KTM in what was a truly dominant display of riding. With the two worst scores dropped per team, KTM left the VELTINS-Arena 25 points clear of Honda with Kawasaki third another 18 points further back and with the benchmark already set so high, you can bet that in 2017 the other teams will be looking to bounce back to take the win for themselves. But for the first edition, it couldn't have gone any better for KTM.

MEET THE WHOLE FAMILY

Ph: EZIO TEMPESTINI



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MXGP



BAGS SUPPLIE



Brad Lackey the pioneer

Right after he was crowned US Champion, Brad Lackey was the first American rider who crossed the Atlantic to race the FIM Motocross World Championship. Considered a pioneer, Brad had to persevere. It took him five years to win his first Grand Prix and ten years to win the world championship. He was the first American to do so.

Born in Northern California on the 8th of July 1953, Brad Lackey was lucky to have a father who was a keen motorcycle rider. His Dad took him riding with friends along the coast and over the hills of the San Francisco Bay area before he had even reached his tenth birthday. At 13 years old he entered his first scramble race, and a few years later, as Motocross started to take off in America, he was able to race against the top European riders in the famous Trans AMA series, which was a key moment in his career. "The Europeans taught us that we needed to take our training much more seriously" Lackey remembers, "and I took that to heart. From the beginning I knew that I wanted to go to Eu-

rope and compete against the top riders in the world at that time".

From then on, his love for racing was stronger than ever and his dream broadened when the brand he was riding for, CZ, took him to Europe to ride at a training camp in 1971, with an opportunity to eventually race the FIM Motocross World Championship.

Lackey was the best finishing American rider in the Trans AMA series at the time, before it evolved into the US championship where he soon became the first ever US Champion, back in 1972. In 1972 he switched from CZ to Kawasaki after turning down a decent deal to defend his title on a CZ for an opportunity to racing on the world stage, in the FIM Motocross World Championship. Even though Kawasaki's deal was much less in comparison, Lackey was determined to chase his dream.

After finishing thirteenth place in his first season, the Husqvarna Factory Racing Team came knocking and he jumped at the opportunity to join Heikki Mikkola on the

Swedish brand where he spent three seasons gradually improving his results. The pinnacle of his time at Husqvarna was Team USA at the 1974 Motocross of Nations where with the efforts of his teammates Jim Pomeroy, Tony Di Stefano and Jimmy Weinert, he managed to stand on the second step of the podium.

In 1977, Honda made its debut in the FIM 500cc Motocross World Championship with two American riders, one of which was Lackey while the other was Pierre Karsmakers.

With the support of the HRC, he managed to win his first ever GP, the grand prix of Great Britain, and finished fourth in the championship behind Mikkola, De Coster and Wolsink.

Considered as one of the fastest 500cc riders in the world, Lackey was Mikkola's main rival in the 1978 season, where he won three races and two Grand Prix' but unfortunately missed the final two rounds of the season which forced him out of contention for the title. Instead, he finished in second place.



In 1979 Lackey took a risk and left Honda to ride for Kawasaki where he helped develop a brand new bike with suspension that was unseen in that era. In the '79 season, he won six races, but also scored no points in six races, which saw his teammate, Noyce, claim the title. In 1980 he was even closer to the title after a season long battle with Honda's new star Andre Malherbe, where the title went right down to the wire. The duo were almost tied on points at the final grand prix of the season, in Luxemburg, where Lackey lost out once again, by 1 point. Malherbe finished the season on 215 points compared to the 214 of Lackey.

In '81 Lackey refused Kawasaki's offer of returning to the US to race their national series and he signed with Suzuki. Once again, he was a crucial part of the development process as Suzuki was only just returning to the 500cc class. During the '81 season he won one

Grand Prix but also had a couple of races he didn't finish, one of which was because he broke his foot and had to withdraw.

After finishing sixth place in '81, the American had been written off by many, although the twenty-eight-year-old still had a dream he wanted to achieve. In 1982 he finally did it after piecing together his most consistent season ever with seventeen top-three race finishes and one Grand Prix win to be crowned

world champion! The most surprising thing was the announcement at the end of that season, "When Suzuki informed me that they wouldn't come back the new season I didn't really have a great opportunity for a ride, so I figured the best thing to do was to retire," he said. "I spent a lot of years in Europe, put a lot of effort and a lot of time, I had a lot of help and that's how long it took me to get this World title. I'm so happy I finally did it!"

Text and photos: Pascal Haudiquert

1972: 500 US Motocross Champion (Kawasaki)

1973: 13th in the 500 Motocross World Championship (Kawasaki)

1974: 10th in the 500 Motocross World Championship (Husqvarna)

1975: 6th in the 500 Motocross World Championship (Husqvarna)

1976: 5th in the 500 Motocross World Championship (Husqvarna)

1977: 4th in 500 Motocross World Championship. Winner of 1 GP (Honda)

1978: 2nd in the 500 Motocross World Championship. Winner of 2 GP (Honda)

1979: 4th in the 500 Motocross World Championship. Winner of 1 GP (Kawasaki)

1980: 2nd in the 500 Motocross World Championship. Winner of 1 GP (Kawasaki)

1981: 6th in the 500 Motocross World Championship. Winner of 1 GP (Suzuki)

1982: 500 Motocross World Champion. Winner of 1 GP (Suzuki)

I RIDE TO WIN.



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Cup's spotlight

ROW



Youthstream doesn't hold anything back when it comes to the development of the younger generation of motocross stars. The skills and professionalism they learn today will be the result of the FIM Motocross World Championship tomorrow, and that is something Youthstream takes very seriously. With that said, it came as no surprise to see two Amateur classes supporting the star-studded premier class at the Monster Energy SMX Riders' Cup. One class was titled the SMX125, an invitation only category that selected twenty of Europe's most promising 125cc riders between the ages of 13 years old and 17 years old based on the results of the prestigious European EMX125 Championship. The second Amateur class

dedicated to the next generation of talent was the Yamaha YZ125 Cup. The YZ125 Cup was an extra special invitational race organized by the folks at Yamaha Motor Europe. All of the entrants were riders that didn't compete in the European Championship, or internationally, but had been successful at national level on-board their own Yamaha bikes. This was an idea that allowed a fresh bunch of young racers to showcase their skills on the international stage where the eight fastest were selected to spend three days with Yamaha's former FIM Motocross World Champion David Philippaerts during the winter, training and riding. Both classes offered a unique opportunity for more than forty young guns to make history at the world's first ever in-

door motocross race, starting with the SMX125 class who were allowed out on track four times with one Free Practice session, one Timed Practice session and two main-events.

After setting the fastest time in Timed Practice Sander Agard-Michelsen fluffed his lines when the gate dropped for Race 1, instead leaving Luca Milec to pull the hole-shot on his APJ Yamaha with IceOne Husqvarna's Mikkel Haarup giving chase. Agard-Michelsen held third on his TM for a lap but regained his place in the top three a lap later when he breezed back past the German Jeremy Sydow but by then, the top two had packed up and done one into the distance. That all changed with two to go when a mistake from Milec

inadvertently took out Haarup and as quick as that, the two leaders were down. Haarup was quickest to recover and managed to hold on for the win ahead of Sydow and Michelsen. Milec was fourth and Szymon Staszkiwicz was fifth.

In Race two, Sander Agard-Michelsen rode a faultless race and disappeared into the German night sky leaving the rest of the field to fight it out amongst themselves after he pulled a massive 'holey'. Szymon Staszkiwicz looked more relaxed in second position but could not afford to switch off as Jeremy Sydow was once again on the prowl. Race 1 winner Haarup fell on lap two and had his work cut out and for much of the race was sitting just off the final podium. The Dane battled on and managed to pull back to eighth and it looked like fourth

overall was as good as it was gonna get, until Sydow passed Staszkiwicz for second in the dying moments of the race. Agard-Michelsen's win earned him the overall while a brace of second place finishes helped Sydow on to the box in front of his home fans. Staszkiwicz placed third but lost third overall to Haarup who took the third step with a win and an eighth.

As for the kids ripping in the YZ125 Cup, they were split into two groups. Each group had one practice session before lining up to race a semi-final, which qualified them for the 'Final'.

The YZ125 Cup is a race that epitomizes Yamaha's commitment to the younger generation of motocross stars. Yamaha has been watching the FIM approved national champion-

ships in fifteen different countries across Europe, where the riders that ride Yamaha motorcycles have been collecting points. The riders that ranked the best on the points' scheme were invited to race inside the VELTINS-Arena on October 8th, where they raced for a place at the bLU cRU Masterclass with David Philippaerts, which will take place in Italy at the end of October.

So what is the bLU cRU Masterclass? It's Yamaha's way of developing Europe's hottest prospects by offering them the expertise and guidance of Yamaha's experts, combined with the knowledge of former FIM Motocross World Champion David Philippaerts. The bLU cRU program will groom raw talent and assist aspiring riders on their path to becoming a top motocross rider by giving them the tools and





knowledge they'll need to succeed, such as nutritional advice, physical training advice, mental assistance and some assistance in the development of their on-the-bike skills. So, with that on the line, twenty-four riders lined up for the intense, action-packed grand finale, which was televised, LIVE on www.mxgp-tv.com.

When the gates dropped it was a young Italian, Nicolo Folli, who nabbed the holeshot ahead of Holland's Jeroen Bussink. Sweden's star, Tim Edberg was lost in the shuffle as Bussink launched his YZ125 into the sand section to take the lead before the end of lap one. Meanwhile France's Calvin Fonvieille was easily the fastest dude that weekend, and he didn't waste anytime in nipping up the inside of Folli for third.

Edberg was taking names as he diced his way through the field

to eventually take second on lap five, while Fonvieille put an epic pass on Bussink for the lead when he manualled through the waves on the back wheel. It was rad.

With two-laps to go Fonvieille couldn't afford to rest or make any mistakes as he swerved the lapped riders, while Edberg was on a final surge and catching him at a rapid pace. The duo were literally bar-to-bar in the final stage of the race with the Swede trying to force the issue up the inside of the Frenchman on a couple of occasions. It was a nail-biting final lap, but Fonvieille stayed strong and narrowly held off the wrath of Edberg for the win. Bussink managed to come home in third ahead of another Swede, Arvid Luning, and the holeshotter Folli.

Yamaha Motor Europe Team Manager Mr. Alberto Barozzi

said, "I think the biggest reward for us witnessing this amazing finale is the emotion inside and the pride in seeing the best of tomorrow's motocross superstars in the making. It was perfect, because the racing was exciting and without any incidents or problems, so I am very happy and I want to thank all who worked on this project to make this possible. Most of all I want to thank all the YZ125 Cup riders who took part and congratulate them for making it to this amazing finale. We, as Yamaha, hope it inspires others to get on two wheels and chase their racing dreams." Following the race results, the top six, Calvin Fonvieille, Tim Edberg, Jeroen Bussink, Arvid Luning, Nicolo Folli and Rasmus Holm, and two wildcards, Hugo Johansson and Gervasio Canas, will be heading to Italy in October for the bLU cRU MasterClass with David Philipaerts.

MXGP



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Paddock Talks

01/ Drift king Steve Biagioni aka Baggsy Boy was letting off steam inside the paddock at the Monster Energy SMX Riders' & Manufacturers' Cup.

02/ The current FIM Women's Motocross World Champion Livia Lancelot was rolling on a Kawasaki Ninja - H2R.

03/ Baggsy boy had taken a walk after rolling YAMAHA YXZ1000R SS' buggy.

04/ Jordi Tixier & Marvin Musquin joined Youthstream's Director Mr. David Luongo and Mr. Xavier Audouard from Paris-Bercy Lille SX on stage at the Monster Energy SMX Riders' Cup to announce that Youthstream will be assisting in the promotion of the world-renowned Paris-Lille Supercross.

05/ #Mood at the VELTINS-Arena.

06/ Youthstream, FIM, teams and manufacturers hosted the annual meeting during the SMX at VELTINS-Arena.





Paddock Talks



07/The champions Romain Febvre, Ryan Dungey and Tim Gajser were the first to test the indoor motocross track at the VELTINS-Arena.

08/Former UEFA star Sami Hyypiä was a great ambassador for the first ever Monster Energy SMX Riders' Cup.

09/Look who it is, Pauls Jonass!

10/Antonio Cairoli was on the other side of the fence at the Monster Energy SMX Riders' Cup.

11/The former world champion Sebastian Tortelli was also lurking about at the VELTINS-Arena.

12/Loving these VIP facilities inside the stadium at the VELTINS-Arena.



1968 CZ 360

Paul Friedrichs

Born in Buchholz East Germany in 1940 Paul Friedrichs was a 3-time 500cc motocross world champion and the first rider to ever win three world titles in a row, winning in the premier class in 1966, '67 and '68. All those titles were won on the Czech branded CZ machine becoming the first rider to win the 500cc title on a 2-stroke in an era dominated by 4-strokes. What was even more impressive was the fact that each of those titles were won on a CZ 360cc and it's his 1968 championship winning bike that we are featuring in this issue of MXGP Magazine. Well actually, it's more of a journey as to how his '68 bike came to be.

Like most motorcycle manufacturers at that time, CZ originally started out as an arms and ammunition company but after World War I the need for weapons started to wane, and after acquiring a bicycle parts manufacturing plant in 1929 things really started to turn around for CZ. After the first motorised bicycle hit the roads in 1932 the production of full-blown motorcycles soon followed and before long CZ was the biggest manufacturer in what was then known as Czechoslovakia. During the 1950's and '60's CZ had grown to become the second largest manufacturer in Europe after claiming a succession of victories in various high profile competitions, and it

didn't get any higher than the FIM Motocross world Championship.

In 1960 Miroslav Soucek gave CZ its first world championship overall podium when he ripped to 3rd in the 250cc world championship, whilst 3 years later Vlastimil Valek and Igor Grigoriev claimed 2nd and 3rd overall respectively in the same category. Joel Robert bettered that by claiming the 250cc title in 1964 as Victor Arbekov took 3rd before winning it himself the following year in 1965, and whilst all of this was happening in the 250cc class, Paul Friedrichs was pushing for the 500cc title but lost out to Jeff Smith on his BSA.

That all changed in 1966 when Friedrichs dominated the 500cc series to become the first 2-stroke winner in the 500cc class, winning a total of 7 GP's along the way, and he did it on a 360cc CZ.

The first 360 was a prototype model in 1964 and was based on the 250 in terms of crankcases and running gear but came with an aluminium cylinder with pressed-in steel liner and weighed in at around 105kg. It also came with a 'twin port' cylinder and a low exhaust that almost went under the bike. When it went into production the following year it was around 3kg lighter, had redesigned cases, produced 2bhp more at 32bhp and when it entered the 500cc world championship class that year, took 50% of the GP wins with Friedrichs winning 3 of them. Part of CZ's success was down to the fact they were the first manufacturer

to incorporate an expansion chamber in the exhaust where all other brands used the then trialled and tested exhaust with straight tubes.

1966

The bike that Friedrichs rode in 1966 was heavily based on the production bike of which there were a limited number. The bike featured a standard steel fuel tank and fibreglass airbox and the production handlebars were produced in-house at the CZ factory; so too were the front and rear suspension units. Whilst the 250 came with a steel-cast cylinder the 360 was made from aluminium with the factory cases being made from Magnesium. All CZ bikes came equipped with a 4-speed gearbox; the rear wheel was 18", the front was 21". The biggest change on Friedrichs bike in 1966 was that it came with the new 'side pipe' complete with new single-port

cylinder, derived from the 1964 CZ ISDE model ridden by Joel Robert, although Robert did not use the 'side-pipe' model himself until 1967, probably because of the modifications that needed to be made to the frame to cater for the new direction of the pipe and how it came out of the cylinder. As a result the only CZ Factory rider to use the new single-port/side pipe configuration was Friedrichs, and with it he went on to win the first 500cc GP of the year before going to claim the world title by a comfortable margin.

1967

The following year, the biggest and perhaps most interesting change was to the size of the engine; in all snippets of information the record states that Paul Friedrichs won all of his titles on a CZ 360 but while some that is true – his bike started life as a 360 – the reality was that





in '67 his engine went from 360cc to 380cc, otherwise everything else was mostly the same according to another CZ Factory rider at the time, Sylvain Geboers, although CZ did start to use an electronic ignition from the Spanish supplier 'Femsa' but this was only for the Factory bikes. On top of that they also ran special carburettors from 'Jikov', which again, according to Geboers were 'really, really special carburettors'. Friedrichs raced to another 500cc title, claiming 7 more GP wins along the way,

1968

Just like the previous year the 'common knowledge' was that the bike that Paul Friedrichs was racing was a 360, but as we have already learned the '67 machine was bored out to 380cc, and whilst the bike remained very much the same, there was one more change to the engine and the '68 bike that he raced was actually a 400. So, whilst there were little or no

changes everywhere else in terms of suspension, electronic ignition and Jikov carb' for instance, the CZ engineers had once again found another way to push the boundaries in order to give Friedrichs more power.

According to Sylvain Geboers, you didn't want to mess with Paul; he was a very strong man with an even stronger character and you wouldn't want to fight him and that made him the perfect person to be able to race this bike; 'Friedrichs was the only one who was able to handle it!'

Paul's teammate at the time was Roger DeCoster: 'While the bikes were similar they were not the same. Paul's bike had sand casted Magnesium cases and Magnesium Jikov carb' and of course the side-pipe, or 'up-pipe'. I couldn't use this pipe because it interfered too much with my leg! My bike had standard aluminium cases, stan-

dard Jikov carb' and a low pipe.'

Despite that though the 400 had a very useable power for that time but things like the clutch were very fragile because CZ used a dry clutch and if you used it too much you were out of power; it would just burn itself out. It was almost certainly used for the start of the race and that was it; in muddy conditions there was a huge risk of not finishing the race, especially if you got stuck. In the right hands though the CZ 360 or 380 or 400 was bulletproof and Paul Friedrichs made it his own and his 1968 world title meant he became the first rider to win three titles in a row; his victory in 1966 signalled the end of the 4-stroke era until Jacky Martens won the 500cc crown in 1993 aboard his Husqvarna.

*Special thanks to Sylvain Geboers and Roger DeCoster for the extra information.



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 **ATHENA**
EQUIPMENT PARTS 61

QUESTIONS TO THE EDITOR

Dear MXGP,
I would like to enter a rider in
the EMX300 class, who do I
need to contact?

Thanks,
William

Dear William,
You will need to contact
sportoffice@mxgp.com

Best Regards
MXGP

Hi MXGP,
I would like to have a trade
stand inside the paddock at the
GP's, can you tell me who I need
to speak to or contact?

Thanks,
Simon

Hi Simon
You could send your request to
m.leiva@mxgp.com and we will
give you all the details.

Regards
MXGP

Hi MXGP,
Does MXGP2 The Official Video
Game offer any freestyle? Can
you do tricks or not?

Thanks,
DJ

Hi DJ
The MXGP2 Videogame is ded-
icated purely to motocross with
the vision of making the game as
realistic as possible. Because
the riders don't perform stunts
during the races, we have not
included Freestyle motocross
in the game. Of course you can
pull wheelies, whip and scrub,
all of the things that the stars of
MXGP do on a regular basis.

Regards
MXGP

Hi MXGP
Is it possible to buy tickets to
the GP's on the day?

Thanks,
Giorgio

Hello Giorgio,
Yes, you can buy tickets to
any rounds of MXGP at the
venue.

Best Regards
MXGP

MXGP2

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3



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